

INTIMATIONS

BROWN, JONES & CO.

AMERICAN AND ITALIAN MARBLE

CEMETERY MEMORIALS.

Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL.

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more quiet work can never be accurate layers of guns. The whole of the equipment and working-male management of the mountain batteries is clearly defined in special regulations easily mastered and of wondrous simplicity. Mules themselves are not essential for the Afghan mountain artillery that did such damage to us when AYOUB KHAN attacked Burmah at Mairan. Mules were not provided with mules but carried the guns on stout *chukras*, that is, the thick-set coolie ponies of the Afghan land. Ponies equally valuable for this work could be found no doubt in Northern China, and it would be an interesting experiment to see a section of two guns of "Carriage's Own" so equipped. For service over Hongkong hills and Kowloon, mountains a mule or pony battery would be a splendid unit, and it would be an honour and a physical test of no mean standard to be able to serve in such an organisation, for the strength required to lift the guns into their special resting places on the gun saddles is considerable, and if ever such a battery is raised in Hongkong only the most physically fit of our Volunteers could be admitted to it.

In England when a Volunteer Corps determines to organise a position battery of artillery equipped with horse it receives a special grant of £100 per annum to hire horses for this work, and it parades with them four times each year. Fancy having the pick of Mr. KENNEDY's stable from which to choose mounts for the guns, and fancy the sight of relief when our weary Volunteers find themselves relieved from the pulley-hauling work they now perform! Such experiments should begin quietly, and only with a single gun, and by following closely on the Indian system. The drivers would be Chinese masons, dressed in a simple dress and practised at frequent intervals in their work. As the guns are dismounted when in action and the ponies are taken some distance to the rear no great trouble should exist in getting animals that will stand the noise of the discharges. Hongkong Volunteering is to-day a small affair, and we may well say that it is handicapped in a trying tropical climate lands have to be used to drag guns, while at the same time on every Indian frontier post there are perfectly equipped mountain batteries which simply need to be copied—only this and nothing more.

The "Don" Line steamer *Benlue*, from Antwerp and London left Singapore on 8th inst. for this port.

The steamship *Frey*, from New York, left Singapore yesterday morning and may be expected here on or about the 15th inst.

The N. G. I. steamer *Letimbo* left Bombay for this port on the 8th inst. and may be expected here on or about the 26th inst.

A Customs notification defining the routes to be observed by vessels entering and leaving the West River will be found in our advertisement columns.

At the Hongkong and Shanghai Bank, the German Club, the Clock Tower, the Post Office, the Hongkong Hotel, the New Victoria Hotel, and various other buildings preparatory to the 10th anniversary of the 22nd June are now actively in progress.

We learn that Mr. Bruce Hart, the son of the "T. O. S.," is in the capacity of secretary to Mr. H. F. Merrill, who with Mr. P. E. Taylor, attends the Conference of the Chinese Post Office—China Gazette.

Mr. Sam Marks, who had charge of a steamer in Hongkong for some time ago, has decided to open trips on Saturday evenings, the opening trip taking place last Saturday at 8 p.m. The launches will start from Fishers' Wharf and the fare is made reasonable. Further particulars will shortly be advertised.

Ladies and gentlemen are reminded that the last of the preliminary practices of the Hallelujah Chorus and the other music to be sung at the Hallelujah Chorus will be sung at 5.30 p.m. at the Union Church, Mr. Geo. Lammer being conductor and Mr. Grimbly presiding at the organ.

According to native dispatches the other day an accident occurred at the Peking-Hankow railway, when a train, having to stop on account of some injury to the permanent way, was derailed by a train behind. Several more passengers were seriously injured, and a few were killed.

The following movements of the N. P. S. Co.'s steamers are notified—The *Pelican* arrived at Kobe from Yokohama on 7th inst. The *Tacoma* and *Myosai* sailed from Yokohama on the 7th for Tacoma, and the *Olympia* arrived at Yokohama from Tacoma on the 7th, and was expected to arrive at the 8th for Hongkong via Japan ports.

Mr. Cyril Holdsworth, of Bay View, summoned a "chickie" coolie to the Police Court yesterday for seducing his wife. The prosecution explained that as he was a heavy man, his weight was 230 lbs., "chickie" coolies usually ran away from him on his approach and he always had the greatest difficulty in getting them to do his work. He called upon the defendant, who refused to carry him and ran away. The Magistrate inflicted a fine of £2.

The *China Gazette* of the 5th June says:—The attempt to raise the *Dirkhal* wreck has resulted somewhat similarly to that of the *drogger Andra*, which, as our readers are aware, was held fast by the reef and had then after a number of attempts, those working on the *Dirkhal* succeeded in raising her a few feet, but a heavy sea, a couple of cables parted, and left night one person lost to a sea. Now we have been informed that no more attempts will be made, and the work will be given up.

The mail received at the Observatory from 10 a.m. on Tuesday until 10 a.m. yesterday was 5.14 inches, nearly the whole of which fell between three and five o'clock yesterday morning, and the level of the water in Tylton reservoir was raised 4 ft. A good crop of this rapid rise must be attributed to the eastern caliche water, and when the western caliche water is completed we may hope that water famine in Hongkong will be a thing of the past. A good crop of the heavy rain was to wash a large quantity of sand from the Parade Ground into Queen's Road, blocking up the side channels and causing the street to be covered with sand.

One of our Members of Parliament not long ago refused to do Court duty. Now we see that Mr. Bailey, the leader of the Democratic Party in the Legislative Council, has refused to accept an invitation to dinner to the white House for the reason that he objected to doing a swallow-tail coat. Upon his position in the House, Mr. Bailey's refusal to accept the invitation is a very serious matter, and it is interesting to see how far his followers will follow him in this matter. Mr. Bailey's refusal to accept the invitation is a very serious matter, and it is interesting to see how far his followers will follow him in this matter.

We may at once say that for the mountain campaigns round the Indian frontier by the Hongkong Volunteer Corps would be absolutely useless. It breaks down the men, and exhausted gunners' weary by

REUTER'S TELEGRAMS.

Supplied to the "Daily Press."

TURKEY AND THE POWERS.
The Turkish memorandum to the Ambassadors in Constantinople, the abolition of capitulations and the war indemnity.

NEW RUSSIAN LOAN.
The St. Petersburg and Moscow banks will on the 10th inst. open subscriptions for 4 per cent. bonds to the extent of fifteen million credit rubles for the East Chinese railway loan at an issue rate of 97.

SPAIN.
At the request of the Queen Regent the Cancers Cabinet remains Office.

GREEK AND CRETE.
Fifteen Greek Volunteers were returning to Crete to persuade the Cretans to continue hostilities were arrested before landing.

DIAMOND JUBILEE SUBSCRIPTIONS.
The Hon. Treasurer begs to acknowledge with thanks the receipt of the following contributions:

Already acknowledged: £52,158.77
Hong Kong Police Force: 157.77
Hon. F. H. May, C.M.G.: 100
H. L. Danvers: 25
Total: £52,506.54

REMINISCENCES OF AN OLD SOLDIER.
Mr. J. Griffith, music teacher, 14, Portland Avenue, Liverpool Street West, Salford, Manchester, writes us as follows:

"Can you find a place in your valuable paper to insert the following letter, which I have written to you in communication with me, also, it may prove interesting to the people of Hongkong and Kowloon, should there be any residents in this place. I am a soldier who served with me in China during the years 1890-1894. I hope I will accept my letter, which I have written to you in communication with me, also, it may prove interesting to the people of Hongkong and Kowloon, should there be any residents in this place. I am a soldier who served with me in China during the years 1890-1894. I hope I will accept my letter, which I have written to you in communication with me, also, it may prove interesting to the people of Hongkong and Kowloon, should there be any residents in this place. I am a soldier who served with me in China during the years 1890-1894. 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NOTICE TO CONSIGNEES.

STEAMSHIP "OCEANIC".

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or other ports, are hereby informed that the Goods, with the exception of Opium, Tobacco, and Valuable, are being loaded and stored on their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whose delivery may be obtained immediately after loading.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Tuesday, the 15th inst., will be subject to rent and landing charges.

All Claims must be sent in to me on or before Tuesday, the 15th inst., or they will not be recognized.

All Damaged Packages will be examined on Tuesday, the 15th inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th June, 1897.

"OLENARY" LINE OF STEAM PACKETS.

FROM MIDDLESBORO, LONDON, AND STRAITS.

THE Steamship

"OLENARY" having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after the 15th inst. will be subject to rent and landing charges.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 8th June, 1897.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"SUZUKI" having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after the 15th inst. will be subject to rent and landing charges.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 8th June, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBÉ.

THE Steamship

"POSEIDON" having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after the 15th inst. will be subject to rent and landing charges.

Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 8th June, 1897.

VESSELS ON THE BERTH.

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

THE Company's Steamship

"DOORSTRA" having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after the 15th inst. will be subject to rent and landing charges.

Bills of Lading will be countersigned by ARNOLD, KARBURG & CO., Agents.

Hongkong, 22nd April, 1897.

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOBÉ AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and other Steamships.)

THE Company's Steamship

"MATSUYAMA MARU" having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after the 15th inst. will be subject to rent and landing charges.

Bills of Lading will be countersigned by NIPPON YUSEN KAISHA.

Hongkong, 28th May, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBÉ.

THE Company's Steamship

"MARQUESS BACQUEHEM" having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after the 15th inst. will be subject to rent and landing charges.

Bills of Lading will be countersigned by ARNOLD, KARBURG & CO., Agents.

Hongkong, 5th June, 1897.

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at Naples for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL, and BREMEN.)

THE Steamship

"WALL" having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after the 15th inst. will be subject to rent and landing charges.

Bills of Lading will be countersigned by BLEDSNIE & CO., Agents.

Hongkong, 2nd June, 1897.

NATAL LINE OF STEAMERS.

BOCHOW AND HONGKONG TO SOUTH AFRICA DIRECT.

FOR NAL, EAST LONDON, ALGOA BAY, MOSSEL BAY, AND CAPE TOWN.

(Taking Cargo under through Bills of Lading to DURBAN, PORT ELIZABETH, and BEIRUT.)

THE Steamship

"PONGOLA" having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after the 15th inst. will be subject to rent and landing charges.

Bills of Lading will be countersigned by DODWELL, CARLILE & CO., Agents.

Hongkong, 8th June, 1897.

FOR NEW YORK.

"OLAN MACKENZIE".

Captain John, having arrived from Shanghai, will leave here for the above port and will have quick despatch.

For Freight or Passage, apply to DODWELL, CARLILE & CO., Agents.

Hongkong, 8th June, 1897.

VESSELS ON THE BERTH.

FOR KOBÉ DIRECT.

THE Steamship

"ASLON".

Captain O. Rowall, will be despatched for the above port on or about the 10th inst.

For Freight or Passage, apply to S. J. VAN BUREN & CO., Agents.

Hongkong, 10th June, 1897.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

Through Bills of Lading issued for BARCELONA, FERRAN, GIBRALTAR, CONTINENTAL, AND AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND" having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after the 15th inst. will be subject to rent and landing charges.

Bills of Lading will be countersigned by H. A. RITCHIE, Superintendent.

Hongkong, 4th May, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUZUKI CANAL.

THE Company's Steamship

"UTSUNOMIYA" having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after the 15th inst. will be subject to rent and landing charges.

Bills of Lading will be countersigned by BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd June, 1897.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.

CHINA (via Shanghai, Yokohama, Kobe, and Honolulu) SATURDAY, June 20, 1897, at Noon.

PEHU (via Shanghai, Yokohama, Kobe, and Honolulu) THURSDAY, July 15, 1897, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Yokohama, Kobe, and Honolulu) TUESDAY, August 3, 1897, at Noon.

THE U.S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, YOKOHAMA, KOBÉ, INLAND SEA, YOKOHAMA, KOBÉ, HONOLULU, on SATURDAY, the 26th June, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Facilities of the various routes can be had on application.

Special rates (first class only) are granted to Members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railways, to Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th June, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TAIYUAN" having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo remaining on board after the 15th inst. will be subject to rent and landing charges.

Bills of Lading will be countersigned by BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th June, 1897.

FOR NEW YORK.

"OLAN MACKENZIE".

Captain John, having arrived from Shanghai, will leave here for the above port and will have quick despatch.

For Freight or Passage, apply to DODWELL, CARLILE & CO., Agents.

Hongkong, 8th June, 1897.

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VESSELS ADVERTISED AS LOADING.

FOR KOBÉ DIRECT.

THE Steamship

"ASLON".

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Hongkong, 10th June, 1897.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

Through Bills of Lading issued for BARCELONA, FERRAN, GIBRALTAR, CONTINENTAL, AND AMERICAN PORTS.

THE Steamship

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Bills of Lading will be countersigned by H. A. RITCHIE, Superintendent.

Hongkong, 4th May, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUZUKI CANAL.

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Bills of Lading will be countersigned by BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd June, 1897.

U.S. MAIL LINE.

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Hongkong, 5th June, 1897.

FOR NEW YORK.

"OLAN MACKENZIE".

Captain John, having arrived from Shanghai, will leave here for the above port and will have quick despatch.

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Hongkong, 8th June, 1897.

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STEAM FOR STRAITS, CEYLON,